

THE MASTER JUMPMASTER UPDATE

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THE JUMPMASTER PRE-TEST SFC ELEY USA AAS INSTRUCTOR

Some things a Paratrooper can do to prepare for the Pre-test is practice rigging their ALICE Pack with the Harness Single Point Release, the Hook Pile Tape Lowering Line, and the M1950 Weapons Case with the Quick Release Snap. This has to be conducted within 15 minutes. Also visit the web page at <http://www.bragg.army.mil/aas/> and take the **SELF TEST**, which is the third tab over from the left.

SEE FIGURE 1 BELOW

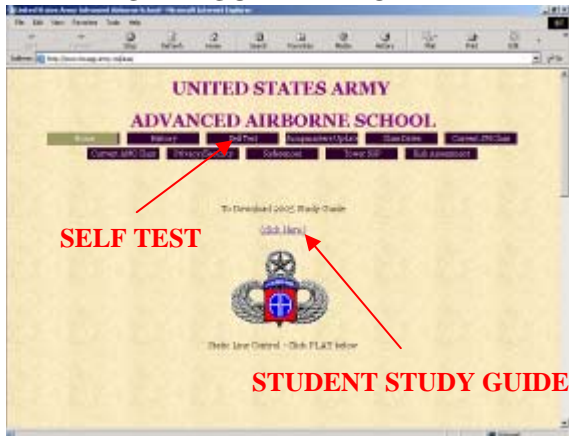


FIGURE 1

The SELF TEST opens in the Power Point format. Once the SELF TEST has opened click on the SLIDE SHOW icon in the lower right hand corner, and follow the instructions in the middle of the page.

SEE FIGURE 2 NEXT COLUMN

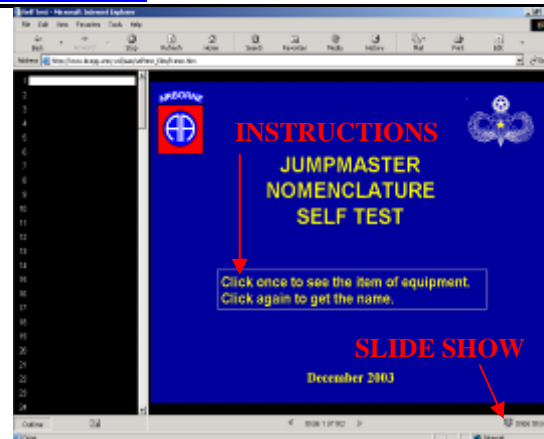


FIGURE 2

In order to receive a "GO" on the Nomenclature Exam, a Paratrooper must correctly name 25 random items of equipment found on the T-10D Main and Reserve Parachutes, and other related Air Items found in the Student Study Guide. Paratroopers can miss up to 7 items and still receive a "GO". Answers may be marked wrong if written in cursive like answer number 12 below. Misspelling that changes the meaning of the word or illegible answers will be marked wrong. For example, item number 11 is changing the meaning by writing the name **EYELID** for **EYELET**.

SEE FIGURE 3 BELOW

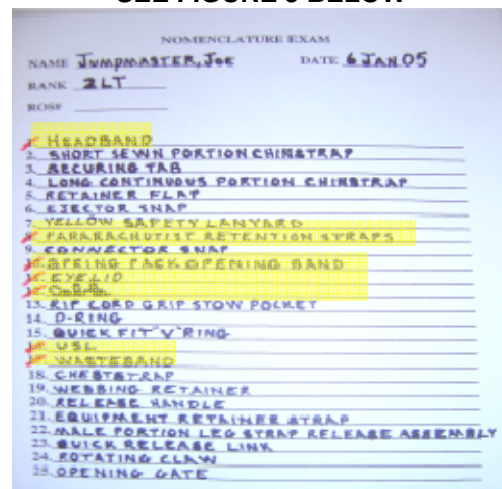


FIGURE 3

Additional reasons include, abbreviating words that should not be abbreviated, using the wrong name all together, using plural for a singular item of equipment. The most common one being **Parachutist Retention Straps** given for **Parachutist Retention Strap** on number 8 from the previous page.

The Jumpmaster in Figure 4 gave 7 incorrect answers on this Nomenclature exam. For answer number 1, the Instructor held up the Modified Headband. On number 10 the words were reversed which should be Pack Opening Spring Band. For number 16, an unauthorized abbreviation was used. **USL** must only be used for the **Universal Static Line Snap Hook** and the **5 Foot Universal Static Line Extension**. Number 17 is misspelled, changing the meaning of the name. Although these mistakes were made, this Paratrooper still received a "GO".

SEE FIGURE 4 BELOW

FIGURE 4

If a paratrooper receives a "NO-GO" on the Nomenclature Exam they will have the opportunity to view what they missed with an Instructor. Paratroopers will receive one chance to take the Nomenclature examination per Pre-test. No one is authorized to get into another group and retake the Nomenclature exam.

The Rig-ex will require the Paratrooper to rig the ALICE Pack with a Harness Single Point Release and Hook Pile Tape Lowering Line, as well as, the M1950 Weapons Case to be jumped and lowered as a tandem load. The Paratrooper has 15 minutes to accomplish this task.

Paratroopers will then lay out and disassemble the Harness Single Point Release.

The Hook Pile Tape Lowering Line will be fully elongated as well as the Shoulder Carrying Straps on the ALICE Pack. Secure an M1950 Weapons Case that is provided by the USA AAS, and lay it out as well.

SEE FIGURE 5 BELOW



FIGURE 5

Some of the key things that need attention when rigging the ALICE Pack and the M1950 Weapons Case are to S-fold the Equipment Retainer Straps, and ensure they are NOT secured to the Quick Release. Shoulder Carrying Straps are S-folded not rolled, and the Hook Pile Tape Lowering Line is attached to the left side of the ALICE Pack when worn. The Opening Gate of the Quick Release Snap is facing away from the main body of the M1950 Weapons Case and the Upper Tie Down Tape is tied on the lead edge. Ensure the Adjusting Strap is routed through the upper set of Adjusting Strap Connectors.

SEE FIGURE 6 BELOW



FIGURE 6

Some of the most common reasons why Paratroopers receive a "NO-GO" for the rig-ex failure to complete the task, the Shoulder Carrying Straps are rolled, and the S-folds of the Equipment Retainer Straps are secured to the Quick Releases.

SEE FIGURE 7



FIGURE 7

Another lesson is the Upper Tie Down Tape on the M1950 Weapons Case will be tied to the trail edge.

SEE FIGURE 8 BELOW



FIGURE 8

Expendables, including masking tape and retainer bands are provided. The Paratroopers rigging will need only TWO retainer bands to secure the Hook Pile Tape Lowering Line to the ALICE Pack frame. All S-folds will be secured with masking tape. Paratroopers will not need to bring any expendables or an M1950 Weapons Case with Quick Release Snap.

The Pre-Test is given every Thursday prior to beginning of a new course. For FY05 the following dates are:

3 February
3 March
31 March
21 April
12 May
9 June
7 July
28 July
25 August

You can also find the dates on the fifth tab over from the left on the web page.

SEE FIGURE 9 BELOW



FIGURE 9

The Jumpmasters in their unit should prepare paratroopers before they attend the Pre-test. This will ensure that units are sending Paratroopers that are prepared to pass.

If at first you don't succeed, try and try again. Paratroopers are highly encouraged to take the Pre-test even if not planning on attending the Jumpmaster Course.

All paratroopers desiring to attend the U.S. Army Advanced Airborne School Jumpmaster Course must pass the Jumpmaster Pre-test. The Pre-test consists of Nomenclature and Rigging Examinations. Keep in mind all Airborne Leaders should strive to become Jumpmaster Qualified.

The Pre-test begins at 0900 hours in the suspended harness pit. No Paratrooper that shows up on the day of the test is refused the opportunity to test. The USA AAS will test each and every Paratrooper who shows up for the Pre-test. These tests simply evaluate the basic skills necessary to attend the Jumpmaster Course.

The items that are needed for the Pre-test are the ALICE Pack full, Harness Single Point Release, and the Hook Pile Tape Lowering Line.

**DEPARTURE AIRFIELD
OPERATIONS**
SFC GARCIA
USA AAS INSTRUCTOR

There are four phases in Departure Airfield Operations. They are the **Marshalling Area, Alert Holding Area, Call Forward Area**, and finally the **Ready-line/Loading Area**.

As the Deploying Unit, the majority of your work will be completed in the **Marshalling Area**. The Marshalling Area can be in the unit area, Corps Marshalling Area (located at the intersection of Ogden Street and Pratt Street) or any area that will facilitate your equipment preparation. During this phase, initial preparations of all personnel and equipment identified for deployment are conducted. Initial preparation consists of pre-inspections and completion of all required documentation for personnel and equipment (this includes placing them into chinks).

Additionally, two **Cargo Custodians** per chalk must be identified. Cargo Custodians are unit representatives assigned to escort all equipment. If the cargo contains hazardous materials they should be HAZMAT Qualified. They are required to know the disposition and have access to all cargo throughout shipment.

When prioritizing your chinks for movement, make sure that they are in accordance with the Commanders guidance and will accomplish the unit's mission in the most efficient manner.

On initial documentation, make sure that all vehicles and equipment are properly marked, loaded, and all secondary cargo is properly secured.

Make sure that all hazardous materials are properly labeled. Ensure that all equipment is clean and serviceable; items such as faulty fuel gauges are common mistakes that often result in frustrated cargo.

Doing these things will facilitate a rapid transition through the **Alert Holding Area**. Once the unit leaves the **Marshalling Area**, they will proceed to the **Alert Holding Area (AHA)**. The Alert Holding Area is located directly across from the Airborne Gate on the near side of the A/DACG. Upon arrival to the AHA, the deploying unit and equipment fall under the control of the Arrival/Departure **Airfield Control Group (A/DACG)**.

Once in the **AHA**, equipment should be placed in chalk order for weighing and marking. Units should be prepared to remedy any deficiencies found immediately.

The unit S3 Air should have a detail consisting of unit AMCOs available to make these corrections should they become necessary. This detail should be in proper uniform, which consists of seasonal BDUs, reflective belt, and black leather gloves. The NCOIC should inspect to ensure that no jewelry, such as rings is worn by any member of the detail. This detail is pivotal for ensuring that all chinks move forward without incident.

Once the vehicle/equipment has been weighed and marked, no equipment will be added. Personnel and baggage will also be weighed. In the event there is a change in aircraft, it may become necessary to make changes to aircraft loads and personnel manifests. If this is the case the Unit S3 Air will accomplish this prior to moving to the **Call Forward Area**.

The **Call Forward Area** begins at the scales and immediately opposite the A/DACG. This is where vehicles and equipment will undergo the **Joint Inspection (JI)** for airworthiness. This inspection is conducted by the deploying unit and the Mobility Force. The Unit S3 Air should also have a detail made up of unit AMCOs that are prepared to correct any minor deficiencies that may have escaped the inspection at the **AHA**.

All equipment must be ready for the **JI** six hours prior to departure. Once the JI is underway, if any item of equipment is found to have any deficiency that cannot be immediately remedied, the entire chalk will move to the **Frustrated Cargo Area** (which is designated by the Air Force, usually on the near side closest to the A/DACG Parking Lot), until the correction is made. After corrections are completed, the entire chalk must be re-inspected.

Equipment that has successfully passed inspection now moves to the **Ready-line/Loading Area**. The **Ready-Line/Loading Area** is adjacent to the ramp. It is here that your equipment is finally loaded onto the aircraft for transport to your destination.

Personnel must be present for final manifest verification no later than three hours prior to departure.

Even with a complete knowledge of every aspect of the outload process, it is still up to the Unit S3 Air and unit AMCOs to fine-tune the unit's scheme of maneuver for outload. Each unit's equipment will require a different level of expertise. Units may have to try several different techniques to find what works best for their unit.

If you have any questions, please call USA Advanced Airborne School at 910-432-5601/5615 or 910-396-9023/6581 for assistance. Also, let us know if there are any methods that you have found useful that may apply to all units on Fort Bragg, so we can pass them along.

**Reenlistment
Tandems
SFC Fleming
COMMITTEE CHIEF**

The USA AAS All-American Free Fall Team is prepared to offer a Tandem Parachute jump as a reenlistment option for 1st term soldiers who reenlist PDA (Present Duty Assignment) and remain in the 82D Airborne Division. Troopers will have up to one year after their reenlistment date to complete their tandem jump.

Tandem Jumping is a great way to experience the thrill of freefall skydiving with the safety of being attached to an expert parachutist. If you choose to participate, some training will be required. The entire event will only take a few hours of training to actually jump. Any questions, please contact your Battalion Reenlistment NCO or the USA Advanced Airborne School POC 1SG Hankins/CPT Sullivan at 910-432-9023/6581

JUMPMASTER'S INPUT WANTED

Do you have a better idea, a unique experience, or a good technique that you would like to share with the rest of the Airborne Community? If so, you are encouraged to write and submit an article to this publication for consideration.

If you have any suggestions for next month's MJM Update submit a paper copy and 3.5" disk containing your submission to the USA Advanced Airborne School or e-mail the article to us at advancedairborneschool@bragg.army.mil

ASK A JUMPMASTER

To test your JM and AMO knowledge, and stimulate conversation about airborne/air movement procedures, we will periodically publish a short quiz with questions that relate to or are about airborne/air movement procedures.

Most questions will be from the ASOP or RSOP and other airborne or air movement manuals.

Some of the questions may require some imagination in researching or finding out the answer. The answers will be published in the subsequent newsletter.

Good luck and if you get stuck, ask a Jumpmaster.

1. What are the qualifications of the Malfunctions Officer that is part of the DZSO Party?
2. What are the two types of assembly aids for an airborne operation?
3. How many Jumpmasters and Safeties must you have when conducting C-130 in-flight rigging operations?
4. What are the definitions of a Minor and a Major Deficiency?
5. What is the maximum amount of fuel that can be carried on a vehicle that will be placed on any aircraft cargo ramp?

******* Jumpmaster Bonus*******

What information is contained in the Jumpmaster Packet?

******* AMO Bonus*******

The HAZMAT certification requirements are what for the DOT 5L Jerricans?

Paratroopers desiring to take the Pre-test can find all testable nomenclature at the United States Army Advanced Airborne School website:
WWW.BRAGG.ARMY.MIL/AAS.

The Master Jumpmaster Update is a periodic publication produced by the Cadre of the United States Army Advanced Airborne School. Please direct any comments or questions to the Cadre of the United States Army Advanced Airborne School at (910) 396-6581/9023 or (910) 432-5601/5605.

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1SG Hankins

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AMO Committee Chief
SFC Johnson

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SSG (P) Rowland

Free Fall Committee Chief
SFC Fleming

ALL THE WAY!